# TRAFFIC ENGINEERING

A Digest of Current Literature
on Street and Highway Traffic
and
News of the Institute of Traffic Engineers

*Published Monthly by the*
*INSTITUTE OF TRAFFIC ENGINEERS*
*60 JOHN STREET, NEW YORK, N. Y.*

*Subscription One Dollar a Year* *Single Copies Twenty-five Cents*

EDITED BY THE LIBRARY COMMITTEE: B.D. Greenshields, Chairman; E.A. Barton, R. Blanchérie, O.M. Gunderson, J. G. Hayden, A.C. Hough, L.F. Rader, K.M. Reid, P.X. Rice, H.W. Tillapaugh, T.T. Wiley.

VOL. IX MAY 1938 No. 1

1 - ACCIDENTS - Accident Prevention

"Adults Head Traffic Death List" - (New York Times, April 22, 1938, Page 21)

William J. Cox of Yale told the Greater New York Safety Council that the New York City adult pedestrian is four times as likely to be killed as a child. Since 1923, when 400 adults and 400 children were killed in pedestrian accidents, child pedestrian deaths have dropped to 135. Adult pedestrian deaths due to darkness happen because the person who does not drive has little comprehension of pedestrian invisibility at night, or of automobile speeds and stopping distances.

Charles A. Harnett, New York State Commissioner of Motor Vehicles, stated that 1,493 deaths occurred in cities with 79 per cent of the state's population, and 1,572 among the rural population of 21 per cent. A seventy-five per cent reduction of rural deaths could be made by adequate patrol, highway illumination, and sidewalks for rural pedestrians. He urged re-examination of drivers after age 35.

2 - CONTROL DEVICES AND METHODS - Signals

"Progressive Plan Urged" - Frederick Graham (New York Times, April 17, 1938, Page 6XX)

The proposed trial of one way traffic on Eighth and Ninth Avenues in New York City is opposed by the bus company and property owners. A counter-proposal is the use of progressive signaling despite the short block lengths of 260 feet. A quarter cycle would be allotted to all cross streets. South bound traffic would be given an exclusive quarter cycle, during which some left turns could be made before north bound traffic arrived. A similar condition would exist for north bound cars.

*Combined Publications — TRAFFIC ENGINEERING combines the Publications "Traffic Digest" and "Traffic News Letter".*

3 - CONTROL DEVICES AND METHODS - General

"Some Techniques for Controlling Traffic" - Harold F. Hammond, Director, Traffic Division National Conservation Bureau, and Secretary-Treasurer, Institute of Traffic Engineers (Connecticut Society of Civil Engineers, Hartford, Conn., March 16, 1938)

There are two prime reasons for controlling traffic. First, to reduce or prevent accidents; second, to eliminate congestion and expedite the movement of traffic.

Accidents cost money. It has been reliably estimated that on an average a fatal accident represents a loss of $10,000, an injury accident $300, and a property damage accident $100. It is not unusual to find the accident cost for an intersection, curve, bridge or hill to run into tons of thousands of dollars annually. Here are two examples:

(1) A curve on a four lane state highway was the scene of three fatal accidents, killing six occupants, eight injury and two property damage accidents in one year, equivalent to an estimated loss of at least $32,600.

(2) Nineteen accidents occurred at an antiquated railroad underpass in 8-1/2 months. The official recorded damage for these 19 accidents amounted to more than $60,000.

After giving ten examples of engineering techniques for controlling traffic, Mr. Hammond states that he knows of no new, novel or trick traffic engineering techniques for controlling traffic that have proved satisfactory.

"As Director of the Traffic Division of the National Conservation Bureau, which is supported by 61 stock casualty insurance companies, I have had many plans and devices brought to my attention for inspection, approval or financial underwriting. Most of the suggested techniques are old standbys just in different surroundings. The remaining are economically unsound.....Today, we do not need so many new techniques as uniformity and standardization of those already in use."

Special training is needed for police and engineers now handling traffic in our communities. Today short courses for police officers are being given in about ten universities throughout the country. Northwestern and Rutgers have been outstanding in this field. The Harvard Bureau for Street Traffic Research is the only example thus far of a university giving a short course in traffic engineering. Last summer approximately fifty city and state engineers received this training at Harvard. Harvard and Northwestern also give a nine month graduate course on traffic engineering and traffic enforcement respectively.

"In conclusion, let me repeat, to earn public approval and support of modern techniques for controlling traffic we must continue to demonstrate that accidents can and are being prevented where the right techniques are applied."

4 - CONTROL DEVICES AND METHODS - Signals

"Extra Center Signals - Los Angeles" (American City Magazine, April, 1938 - Traffic Control and Facilitation Section)

R. T. Dorsey, Traffic Engineer of Los Angeles, California, reports exceptionally satisfactory results from a combination of center-suspended and far-corner light signals installed at Wilshire Boulevard and LaBrea Avenue.

Normal traffic flow on Wilshires' 70 foot pavement averages 2,500 vehicles per hour.

Night drivers, cautioned or cited for running through signals, declared they were blinded or confused by countless business and display advertising signs, many of which use Neon gas.

In order to give the driver an additional beacon, a center-suspended four exposure three light signal was installed at Wilshire Boulevard and LaBrea Avenue.

Counts of violations made from 7 A. M. to 7 P. M. prior to installation of the fifth signal revealed that of 19,412 vehicles observed, there were 779 violations, a percentage of 4.01.

After the center-suspended signal was placed in operation, a second check was made during a similar period. Of 20,695 vehicles observed, there were 280 violations, a percentage of 1.35.

The value of the center suspended signal was even more apparent after dark when there were 288 per cent more violations without the center signal than with it.

5 - CONTROL DEVICES AND METHODS - Signals

"States Own 621 Signals - (American City Magazine, April, 1938)

Of 621 state-owned and operated installations, 200 are in Michigan, 108 in Maryland, 68 in Rhode Island. In fact, 8 states have 577, or 93 per cent of the total, while 27 states do not own or operate signals.

Forty-eight cities of 100,000 population or more, exclusive of New York City, own and operate traffic signals at 8,145 intersections.

New York has 7,500 intersections signalized. Next in order are Los Angeles with 774, Philadelphia with 729, and Chicago with 574.

6 - PARKING - General

"No Parking, a City Problem" - Arthur Pound (The Atlantic, March, 1938, Pages 387-393)

The shift from animal to motorized transportation has destroyed the country general store in well-motorized areas and now clutters the streets of business centers so that trade is being hampered in great urban centralized shopping districts. The trend toward concentration continued as long as streets in and near the shopping districts could hold the parked vehicles of the retail buyers without blocking the essential movement of merchandise in and out of the area.

This point has been reached and passed, and the benefits of centralization have begun to fade. Well centered department stores have begun to decentralize by establishing branches in residential areas in order that prospective customers may trade without too much loss of time. This decentralization of merchandising is society's defeatist answer.

None of our cities were designed for motor traffic, and only in the West were they young enough and small enough, when the automobile arrived en masse, to adapt themselves even measurably to the new traffic medium. Los Angeles accommodates the highest saturation--more than one car per family--with less inconvenience than any other city. This might indicate that automobile congestion is not beyond avoidance.

Why fight to preserve the congestion? Why not spread our activities now that we have the change? Just this: people crowd together for convenience in adjusting their affairs; each urban center is a complex of mutual advantages, and the present frame is worth preserving since the alternative, decentralization, cannot duplicate those advantages.

Decentralization creates problems of its own. On the broad highways entering many cities there is little cross movement, either for trade or for social purposes. The stream of traffic divides the people even more effectively than a river, and its passage is more dangerous. Rural and suburban slums, along wide traffic arteries, mushroom even more quickly than urban ones decay. Roadsides are now too often hideous and too often vicious through the spreading of borderline activities once concentrated in small areas. Distribution costs have been tremendously increased. Moving valuable merchandise on open highways becomes perilous in proportion to distance.

The new approach to a solution of the parking problem is less concerned with police enforcement than with providing facilities. Enforcement is easy when accommodations are available because the motoring public soon adjusts itself to paying for car shelter and protection. After a little grumbling, the customer finds he is getting something worth while for his parking money--ease of mind, saving of time, protection of property.

Low-cost parking is essential; how much will the traffic bear? At this point enter the engineers with new types of construction especially designed for parking needs. Obviously shelter and heat are not so important as space; motorists leave their cars outside in all weathers and are accustomed to paying for storage in the open.

The author has narrowed this presentation down to the threat which parking pressure aims at merchants and landlords in urban shopping districts. Self preservation should rouse them to rally their fellow citizens to the defense of their cities.

7 - SAFETY ACTIVITIES - General

"The White Line Isn't Enough" - Paul G. Hoffman, President of the Automotive Safety Foundation, in collaboration with Neil M. Clark (Saturday Evening Post, March 26, 1938, Pages 12, 13, 32, 37)

The next big automotive job is a safety program with teeth in it to reduce our present death rate of 15.9 deaths per 100,000,000 vehicle miles to 4 or 5, for our 250,000,000,000 vehicle miles per year. The safety problem divides itself into a long program and a short program.

The long 30 year program will feature the following principles of highway safety: (1) Vehicles going in opposite directions on the same road must be physically separated. (2) Cross-traffic must be put on separate levels. (3) Intruders must be excluded from the right of way. The intruders may be any of the following: pedestrians, parked cars, telephone poles, etc. (4) Cars moving in the same direction, but at different rates of speed, must travel in different lanes.

The short program, the five year job, consists of measures we can develop now. Some of these have already been begun. Broadly, they all come under three headings: education, enforcement, and engineering. Education means learning not to do the things that are dangerous, whether as driver or pedestrian, and likewise learning to do the things that are safe. Education and enforcement must go hand in hand A driver who has been taken to court for an accident is peculiarly receptive to instruction. Enforcement, however, still means police patrolling the highways, detectives trailing traffic offenders. In traffic court a five dollar fine should be five days in a driving school.

Accident prevention bureaus often find that engineering aspects of their work are as important as making arrests. They use a pin map and card records to learn where and when accidents are occurring and they survey the spots to learn how and why. Then they apply the remedies.

Most of the states, under the guidance of Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, are now engaged in making flow maps, based on traffic counts, and careful guesses as to traffic potentials. Their results show that whenever a safer and more convenient highway is built, it creates traffic that did not exist before. Therefore, with safer roads we can get more motoring. Cars now are under used because present conditions often render driving unsafe. Mr. Hoffman estimates that there is an urgent demand right now for at least 350,000,000,000 vehicle miles of annual highway travel in the United States. In 1937 we had about 250,000,000,000. Lack of safety and facility is keeping 100,000,000,000 vehicle miles of transportation off the highways.

8 - SAFETY ACTIVITIES - Educational

"Higher Education for Drivers" - William Davis (Penn State Engineer, March, 1938)

In 1935 Prof. Amos Neyhart said: "Sixty-five per cent of automobile fatalities are caused by drivers' mistakes; driving too fast for conditions, driving on wrong side of road, delayed braking, cutting in, improper parking, failure to signal, plain reckless driving, and drunken driving. Turn out drivers who don't make these mistakes and you eliminate the deaths. I know such drivers can be turned out because I've been doing it." Others became interested, particularly in the fact that in the driver age group 40 to 50, there is a fatal accident every 22 million miles and at high school age every 2 million miles.

Since the training course was installed in the High School at State College, nearly 5,000 high schools have adopted the course. To prepare teachers Prof. Neyhart directed a course for teachers in "Traffic Safety and Automobile Operation during the summer of 1937. Teacher training is now being conducted over the country, one week of 54 hours at each town. Motion pictures, charts, and graphs are used in the morning sessions. In the afternoon the dual control car is used. The A.A.A. texts, "Sportsmanlike Driving", "Are You Fit for Driving", "If You Are Not Physically Fit, How Can You Compensate for Your Weakness", "How to Drive", and "What the Driver Owes to Society" are used.

9 - STREETS AND HIGHWAYS - Superhighways

"More Roads to Capital" - William Ullman (New York Times, March 27, 1938, Page 6XX)

Of 500,000,000 miles of travel in the Baltimore-Washington-Annapolis area, 222,000,000 or 42% were on just three roads which produced 54 of the 100 fatalities. Twenty-nine miles of the Baltimore-Washington Boulevard produced 45 fatalities. The three roads have reached or are nearing their traffic capacity and conditions will become worse.

Of cars on the Baltimore-Washington route, 18.5% come from or are going to points outside Maryland, Virginia, or the District. Therefore, the Maryland State Planning Commission was told by a subcommittee that intercity express traffic should be given first consideration in the choosing of improvements. A new 4 lane divided parkway for passenger traffic only is proposed from Washington to Baltimore, and one to Annapolis.

A modern parkway should be 250 feet to a quarter of a mile wide and the wayside should be controlled. The state would have to provide:

(1) Legislation to permit limited access highways.
(2) Municipal zoning as to parking, set back, commercial use.

(3) Pre-empt future route locations on county maps.
(4) Immediate purchase of land at proposed future grade separations.

10 - STREETS AND HIGHWAYS - Superhighways

"Traffic Insufficient to Support Toll Highways" - Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads (Railroad Data, March 25, 1938, Page 23)

Statement was made to Senate Subcommittee that a national system of special motor roads could not now be financed by tolls. This was based upon traffic and financial surveys in 45 states. Of 82,000 vehicles crossing the Hudson daily, only 3,100 go beyond Pennsylvania. In Italy the concessionaires of the autostrada have not been able to make even a partial repayment of the Government's guarantee fund, except near Milan. Traffic on certain stretches might support a toll road.

11 - STREETS AND HIGHWAYS - Superhighways

"Place of the Modern Express Highway" - Rupert R. Brooke, Consulting Engineer (Letter to Editor of Civil Engineering, January, 1938, Page 39)

The place of the express highway in the modern road system must, in the final analysis, be determined by its economic justification.

There is a definite trend toward construction of larger highways as shown by:

| | 3 lane | 4 lane | More than 4 lanes |
|---|---|---|---|
| 1932 | 2,230 | 1,385 | 175 |
| 1937 | 4,703 | 3,096 | 201 |

12 - SURVEYS AND STUDIES - General Traffic

"Getting the Facts" - Chester C. Burdick (24th Annual Michigan Highway Conference)

In this paper the author describes briefly some of the facts being gathered by the Michigan Highway Planning Survey and tells why they are being gathered. More difficult financing, a doubling in vehicle miles in the next twenty years, necessity for curbing accidents, relief of congestion and requirements of operation are among the items investigated.

One of the most important investigations is that of an inventory which gives road mileage, condition, and structures. The total mileage of highways in Michigan is about 120,000 miles. The next step in the investigations was to find out how one and a half million passenger cars, trucks and busses used these roads. In the field of accident investigation the objective was to devise suitable control methods and highway design.

There are other subjects not covered, such as highway capacity, grade ability, passing distances, and vehicle and driver behavior which must be considered.

13 - SURVEYS AND STUDIES - Speed Studies

"Vehicle Speeds, Minneapolis, Minnesota, 1937" - (Report by City Engineers Department, J. C. Vincent, Traffic Engineer. 91 pages)

Two factors which presented problems were (1) choosing periods of the day which would give representative and typical flow conditions and (2) selecting locations where free-way traffic flow conditions prevailed. After making field studies the following hours were chosen: 7:00 A.M. to 9:00 A.M.; 10:00 A.M. to 1:00 P.M.; 1:00 P.M. to 4:00 P.M.; and 5:00 P.M. to 7:00 P.M. In nearly all cases locations were chosen where vehicle flows were little influenced by "stop signs" or "traffic signals", thus giving drivers the best possible conditions.

The equipment consisted of tapes, modified Eno speed indicators, and stop watches. The maximum error of observation was found by check to be 5% up to 47.5 m.p.h. Over that speed it was estimated to be proportionately larger.

Through April, May and June, 1937, due to the forceful effect of publicity, excessive speeds were practically "arrested." The reduction from 32.2% to 23.9% of all observed vehicles traveling in excess of the 30 mile limit was noted. But in September, 1937, 33.6% were traveling in excess of 30m.p.h. Continuous rigid enforcement is needed.

Vehicle speeds were found to be modified by certain factors. The average speed on "Thru-Street" was 26.5 MPH; on "One-way Street", 29.9 MPH; on "Signalized", 25,1 MPH; and on "Undesignated Streets", 26.6 MPH.

"The slower the speed imposed upon vehicles to a certain reasonable extent, the greater will be the capacity of the streets used by those vehicles. To a degree, signalized streets do limit vehicle speeds, thereby creating a greater benefit than any other single source."

The data revealed little to indicate that wider roadways invite higher speeds. The range in average speeds on different types of surfaces including concrete and dirt was from 25.1 MPH to 28.4 MPH. The time of year was found to have practically no effect upon average speeds.

Frequency Table, Midblock Vehicle Speeds, May 1937

| | V.P.H. Up to 400 | V.P.H. 400 to 599 | V.P.H. 600 to 799 | V.P.H. Over 800 |
|---|---|---|---|---|
| Average Speed | 26.7 MPH | 27.1 MPH | 26.2 MPH | 25.5 MPH |
| Per Cent of Total Vehicles Traveling Over 30 MPH | 26.3 | 29.2 | 21.8 | 16.9 |

The observations indicated that as vehicles move away from the "focal point" of city activity their speeds increase in ratio to the distance they travel. "These speeds, in most cases, are greater than is considered reasonable and proper for conditions."

The average speed of vehicles from 7 A.M. to 7 P.M. was 27.7 MPH, and from 7 P.M. to 7 A.M., 27.4 MPH. It was concluded that too high speeds were prevalent, especially at night. "Regardless of how effective street lighting becomes, .... or how much legislation is delegated to supervision of the problem, nothing can quite accomplish the desired end as an effectively-organized and effectively-functioning enforcement agency."

Speed reduction to reduce accidents can best be accomplished by cooperation of the following factors: (1) A fully alert police personnel willing to apprehend drivers; (2) A traffic court that is willing to "go all the way" in correcting bad practices and that is likewise willing to explain to the officers why certain of their arrests fail to hold in court.

14 - SURVEYS AND STUDIES - Drivers

"Who Are the Fast Drivers?" - Earl Allgaier, in charge Driver Research, A.A.A. (Safety Engineering, February, 1938, Vol. 75, No. 2, Page 28)

Seven thousand records of drivers tested in various parts of the country were analyzed. It was found that those rating the highest in the various tests usually drove the fastest and those making low scores drove slower to compensate for their deficiencies. The tests included in the studies were the following: reaction time, activity, visual acuity, distance judgment, blood pressure, excitability, drivometer.

15 - SURVEYS AND STUDIES - General Traffic

"Accidents, Highways and Traffic" - Harry C. Koch, Detroit Traffic Survey Engineer, Assoc. member I.T.E. (24th Annual Michigan Highway Conference)

Solution of mounting traffic accident occurrence lies largely in the field of engineering research and construction. Engineering is ready to proceed and its progress will be thwarted only through a collapse of the highway financial structure.

On each day of the year, on the average, traffic accidents kill approximately one person on the streets of Detroit, two persons on the streets of the remaining 471 cities, one person on the rural sections of the trunkline system, and one person somewhere on other rural roads. To deal with this situation there is suggested a double-barreled attack.

The first or short range attack includes improved enforcement methods, a tightening up of driver licensing, an education campaign and minor improvements to the highway system. The second or long range attack involves the reconstruction of the primary system of highways to the standards that are dictated by higher speeds, higher volumes, and the requirements of highway safety. An analysis of the travel on the rural road system proves that the trunklines on which one-third of the trunkline fatalities occurred, are now productive of sufficient highway revenue to justify immediate consideration of the long-range method of attack on their accidents.

A detailed report was given of an investigation made by the Highway Planning Survey of portions of US-24 and US-25 between Lincoln Park and the Ohio state line. The results of this study indicated that the most important causes of conflicts on this twin route were sub-standard facilities on part of the distance, the large component of slow heavy commercial vehicles in the traffic stream, and infringement of laws relative to operators' hours on duty and to tail-light equipment.

15 - TRAFFIC ENGINEERING - General

"Traffic Bows to Science" - (The Harvard Engineering Society Bulletin, March, 1938, Page 1)

At a recent Harvard Club dinner Dr. Miller McClintock showed what steps are being taken to permit speedier and safer travel for 80 million daily auto passengers in 29 million cars on 3 million miles of roads, driven by 40 million licensed drivers for a total of 500 billion passenger miles yearly. "Eighty-five per cent of the motivity in this country occurs on rubber."

# News About the Traffic Engineering Profession

## BOARD MEETING

The spring meeting of the Board of Direction was held in Chicago on May 18. Members of the Board present were President Sorenson, Secretary Hammond, Directors Klapproth, Morrison, Ilgner and Reeder. Other Institute members asked to be present and submit reports were

Geo. Barton, Chairman, Membership Committee
Grant Mickle, Chairman, Nominating Committee
Wm. McConochie, Chairman of Program and Editing the Proceedings Committees
Chas. Rex, Chairman, Policy Committee
Sidney Williams, Member, Publication Committee
Wm. Brandes, Member, Standards & Specification Committee

Most of the Board meeting was devoted to reviewing progress reports of the committees and the consideration of membership applications.

## NEW MEMBERS

On May 18th the Board of Direction accepted the following applicants.

| NAME & ADDRESS | GRADE GRANTED |
|---|---|
| Chas. Adler, Jr.,<br>Room 21, Pennsylvania Railroad<br>Produce Terminal,<br>Baltimore, Maryland. | Affiliate |
| Louis E. Bender,<br>Asst. Dist. Eng. Traffic,<br>State Highway Commission of Indiana,<br>Vincennes, Inc. | Junior |
| Wallace L. Braun,<br>Traffic Engineer,<br>Baltimore, Maryland. | Affiliate |
| Dr. Harry DeSilva,<br>Bureau for Street Traffic Research,<br>Harvard University,<br>Cambridge, Mass. | Affiliate |
| Z. A. Faulkner,<br>City Traffic Engineer,<br>Police Department,<br>Evanston, Ill. | Junior |
| Joseph J. Feuchter,<br>Efficiency & Traffic Engineer,<br>Department of Streets & Sewers,<br>City of St. Louis,<br>322 City Hall, St. Louis, Mo. | Associate |

| NAME AND ADDRESS | GRADE GRANTED |
|---|---|
| John F. Gallagher,<br>Accident Analysis Engineer,<br>Traffic Engineer's Office,<br>790 City Hall,<br>Philadelphia, Pa. | Associate |
| Roger H. Gilman, Asst. Statistician<br>in the Analysis of Traffic Trends,<br>Port of New York Authority,<br>111—8th Avenue,<br>New York, N. Y. | Junior |
| Victor G. Hofer,<br>Asst. Traffic Engineer,<br>Chicago Park District,<br>Chicago, Ill. | Associate |
| John H. Hunter,<br>Traffic Signal Engineer,<br>Division of Traffic Engineering,<br>Bureau of Police,<br>Philadelphia, Pa. | Associate |
| John B. Moriarty, Engineer,<br>Bureau of Traffic,<br>State Highway Commission of Indiana,<br>403 Old Trails Bldg.,<br>Indianapolis, Ind. | Junior |
| Cyril V. Tiran,<br>Chief Traffic Officer,<br>City of Port Elizabeth,<br>P. O. Box 214, Port Elizabeth,<br>South Africa. | Affiliate |

MEMBERSHIP TRANSFERS

Transfers in membership were granted to the following on May 18.

| NAME & ADDRESS | TRANSFERRED TO |
|---|---|
| Dwight M. McCracken,<br>Asst. Chief Engineer,<br>Automobile Accident Prevention Bureau,<br>Liberty Mutual Insurance Co.,<br>Boston, Mass. | Member |
| D. Grant Mickle, Manager,<br>Traffic & Transport Dept.,<br>Jensen, Bowen & Farrell,<br>Ann Arbor, Mich. | Member |
| Harold F. Hammond, Director<br>Traffic Division,<br>National Conservation Bureau,<br>60 John Street,<br>New York, N. Y. | Member |

| NAME & ADDRESS | TRANFERRED TO |
|---|---|
| Wilbur S. Smith, Traffic Engineer,<br>State Highway Dept.,<br>Columbia, S. C. | Associate |

## PROGRESS REPORTS BY COMMITTEES

Every Institute Committee submitted a report to the Board at its spring meeting, May 18. Many of the reports were presented by the Committee Chairmen, others by members of the committee. Careful consideration was given to the suggestions and recommendations of the committees. Most of the reports showed excellent progress by the committee. It is expected that the final reports to be submitted at the annual meeting on October 10 will be most valuable.

## MIDWEST SAFETY CONFERENCE

The Midwest Safety Conference held in Chicago at the Sherman Hotel, May 17 to 19, offered many interesting papers and discussions on traffic engineering. All Public Safety sessions of the Conference were sponsored by the Institute of Traffic Engineers.

Particularly outstanding was the Public Safety Luncheon on May 18. This also was sponsored by the Institute. More than 175 Traffic Engineers, Safety Directors, Highway Officials and others attended. Patrick Murray Van Wagoner, Commissioner, Michigan State Highway Department, was the guest speaker. Leslie Sorenson, President of the I.T.E. and Traffic Engineer for the City of Chicago, served as Chairmen.

Members of the Institute who took part in the Midwest Safety Conference were George Barton, Grant Mickle, R. E. Hefron, Frank Kreml, Wm. F. Milner and E. J. O'Meara.

## TOLEDO TRAFFIC PLANNING SURVEY

A traffic planning survey has just been completed for Toledo by Grant Mickle (Member), Manager, Traffic and Transport Department, Jensen, Bowen and Farrell, Ann Arbor, Michigan. The traffic planning report has been reviewed by Mr. Paul S. Robinette, Toledo City Traffic Engineer, and Mr. Chas. E. Hatch, Secretary-Engineer of the City Planning Commission. It has met with their approval. It is particularly significant to note that this report goes beyond the scope of the usual traffic survey and will be used by the Planners as well as Traffic Engineers.

A review of this report will be given in the next issue of "Traffic Engineering".

## NATIONAL INSTITUTE FOR TRAFFIC SAFETY TRAINING

A National Institute for Traffic Safety Training will be held at the University of Michigan, Ann Arbor, August 8 to 20. Courses will be given in many different fields. Traffic Engineering is one of them. Sidney J. Williams (Member), Executive Secretary of the National Institute, has sent each member of the Institute a copy of the program along with a letter of transmittal. It is particularly noteworthy that the Institute is one of the cooperating organizations and is sponsoring the general meeting on engineering Monday afternoon, August 15. Any Institute member wishing to attend this school should enroll immediately.

## TRAFFIC ENGINEERING ROLL OF HONOR

Last month we mentioned that a Traffic Engineering Roll of Honor was presented by Hawley Simpson before the dinner meeting of the Eastern I. T. E. Region held in New York April 19. Since making this announcement a number of inquiries have come to the office of the Secretary asking for the names of those cities and states which were honored at the dinner. Here is a list of those which were displayed on large scrolls placed on the wall and paid a tribute by the Chairman.

### States

Arizona
Colorado
Connecticut
Illinois
Indiana
Massachusetts
Michigan
Minnesota
New Jersey
New York
Ohio
Oregon
Pennsylvania
South Carolina
Wisconsin

### Cities

New York, N.Y.
Chicago, Ill.
Philadelphia, Pa.
Los Angeles, Calif.
Cleveland, Ohio
St. Louis, Mo.
Baltimore, Md.
Boston, Mass.
Pittsburgh, Pa.
San Francisco, Calif.
Milwaukee, Wis.
Washington, D.C.
Minneapolis, Minn.
New Orleans, La.
Newark, N. J.
Kansas City, Mo.
Seattle, Wash.
Louisville, Ky.
Portland, Ore.
Toledo, Ohio
Columbus, Ohio
Dallas, Texas
Providence, R. I.
Oklahoma City, Okla
Des Moines, Iowa
Wilmington, Del.
South Bend, Ind.
Schenectady, N. Y.
Evanston, Ill.

## APPEAL FOR NEWS

Along with this issue of TRAFFIC ENGINEERING Bruce Greenshields, Chairman of the Library Committee, is sending a letter of appeal for news that can be reproduced in this section. We urge that you take Mr. Greenshields request seriously and send in an item every two or three months. If the Institute members will do their part we can make this section of the publication serve a most useful part in helping to disseminate news about the traffic engineering profession and those engaged in it.

What is news? Here are some suggestions:

A special talk you have given.
The initiation and completion of a traffic survey.
Unusual applications of traffic control techniques.
Formation of traffic departments and organizations.
Changes in positions.
Conferences involving traffic engineers and engineering.